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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

SECRET

50X1-HUM

COUNTRY East Germany

SUBJECT Wuensdorf Tank Repair Works

REPORT

DATE DISTR. 29 NOV 1961

NO. PAGES 1

REFERENCES RD

DATE OF INFO.

PLACE & DATE ACQ.

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report on the Wuensdorf tank repair works which gives details on the following: (1) Personnel; (2) Working hours; (3) Progress of production in the disassembly hall; (4) The assembly of machinery; (5) Material and fuel supplies.

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5
4
3
2
1

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This report is a supplement to reference /1 and will complete the basis of valuation for a judging of the capacity of the tank repair works Wuensdorf.

Enclosures:

1. [redacted] the repair works Wuensdorf [redacted]

2. Ground-plan of assembly hall and disassembly hall [redacted]

3. [redacted] ammunition or fuel bunker.

On 4 August 1961 the following observations were made at the Soviet tank repair works Wuensdorf:

Personnel.

1. The Soviet non-commissioned officers and personnel do not come from a certain part of the Soviet Union, but from all parts of the country. The enlisted are generally unskilled workers who have never worked at a similar works.
2. The calculated labor quota has not been reached. The management of the works tries to get more Soviet Personnel because of the difficulties in getting sufficient German labor, but with no luck.

Production.

1. Working hours.

   a. For Soviet personnel:

      from 0800 hours to 1345 hours)
      from 1430 hours to 1800 hours) Monday through Friday

      from 0630 hours to 1200 hours) Saturday

      Two hours and one half are deducted for military training and education each week (as of 15 May 1961 the military training took up five hours each week).

      Furthermore, every man has approximately 16 hours' overtime each week.

b. For German personnel:

from 0730 hours to 1545 hours) Monday through Thursday

from 0630 hours to 1545 hours) Friday

from 0630 hours to 1200 hours) Saturday

Furthermore, every man has approximately eight hours' overtime each week. The working hours have been displaced at a few sections because of technical reasons. The calculation of overtime applies to the average for each man in the month of July. Some specialist workers work considerably longer when necessary. Since the discontinuation of the lunch hour in May 1961 no German worker has less than 51 working hours a week.

2. The progress of production in the assembly hall [redacted]. 50X1-HUM

a. The tanks which are delivered via the side track are towed by salvage tanks to the entrance at the hall's south end.

b. The distribution of tanks to the two conveyor belts is at random and not organized according to type.

c. The tanks are taken completely apart on the south end of the conveyor belts. Cranes are used at the disassembling of turrets, engines, guns etc.

d. The stripped tank bodies are turned upside down on the welding hearth and all damages and cracks on the body are electro-welded. Because belt II has no welding hearth, the tanks from this belt are transferred to belt I's welding hearth by cranes and returned after completed welding job.

e. the tank turrets are forwarded on small cars, while the body and other heavy parts are removed by cranes from stand to stand along the belt.

f. In the meantime single parts of the tanks are taken to other halls where they are repaired and brought back to fixed scale and then returned to the assembly hall. The road wheels in the transmission system are repaired in the wheel assembly hall [redacted] guns and other armament at the armament depot [redacted] and engines and gears 50X1-HUM

partly in a cross building between the assembly hall and the disassembly hall and as for a small part at the section of motorcycle production [redacted] [redacted] Engine and gear parts are cleaned with P 3, which 50X1-HUM is a very strong cleaning preparation, in the cleaning machine in the assembly hall.

g. The assembling of the tanks start on both belts between the welding hearth and the nitro-spraying chamber. Here they only install the movable parts or parts of the inside equipment which either have been repaired, so they are as good as new or replaced by brand new parts if repair was impossible.

h. The tanks are spray-painted in the nitro-spray chamber. As belt II has no spray chamber tank parts are transferred to belt I by cranes and returned after the spraying.

i. When the assembling is completed on both belts north of the spray chamber the repaired tanks leave the works through the north end of the hall by their own power.

j. The three crane bridges move through the length of the hall on slide bars which are installed on walls along the hall's long sides. A trolley runs on each crane bridge through the width of the hall. Two heavy crane bridges are necessary at the removal of one tank body because of the cranes' limited loading capacity.

3. The progress of production in the disassembly hall [redacted]. 50X1-HUM

a. The tanks drive by own power in the disassembly hall and back out again after the repair is completed.

b. The tanks are not being disassembled, but all single part are inspected and if necessary welding jobs are done.

c. Then the tanks are placed over an assembly pit where the repair can be done from underneath. There are no conveyor belts in the disassembly hall.

d. Here inspection of T-54 is made, which only is demanded for this tank after 500 kilometers in connectinn with repair.

(It has not been reported how many repaired and how many inspected tanks were included in the total number of T-54 which left the disassembly hall).

4. The progress of production in the wheel assembly hall.

a. All tank road wheels are brought back to fixed measurements which are obtained by welding on steel and by the following use of honong machines.

b. The works does not produce new road wheels, so these are delivered from other plants. Other movable parts, however, are produced here like transmission parts and bearing taps in a necessary number for replacement during overhauls.

5. The single parts produced at the works have an average percent of waste of three to five %.

6. The production of 5,000 pair of rubber soles and rubber heels for the Soviet soldiers which started in May - June 1958 was already discontinued early in 1960.

The Assembly of Machinery.

1. The present assembly of machinery is sufficient to fulfil the production goal. In 1955 brand new and semi-automatic machines were installed and these have contributed to the modernization of the present assembly of machinery. On 4 August 1961 other precautions had not yet been realized, which the works' management for 1959 and 1960 had planned for the modernization of the works (laying out power lines outside the halls, assembling of more crane bridges, procurement of a welding hearth for belt II in the assembly hall, procurement of more automatic machinery) probably because of the lack of means of investment or because of refusal from higher authorities.

The existing machines have partly been produced in the Soviet Union and partly in East Germany. Among the machines are autogenous welding automats, self-propelling electro-welding apparatus, self-propelling autogenous welding apparatus, portable

welders, round and flat honing machines with electro-magnetic holding device for repair of single parts, stationary and portable honing machines, stationary and portable drills and milling machines, punching machines, gear cutters, plane machines, lead sheet cutters, metal presser,,kea-seating machines, lathes, working benches and various workshop machines.

There are two forging presses; two sledge hammers (medium heavy) and one large sledge hammer in the forge.

2. In January 1960 a high-frequency hardening machine at DM 50,000, which was produced in East Germany, was obtained; the machine works with a mains voltage of 12,000 volt. This machine can perform surface and depth hardenings on round steel bars and cylindric and taper axles with arbitrary profiles which can have a length of 200 centimeters or more and a diameter of as much as 20 centimeters (crankshafts, bearings and gear parts to tanks). The hardening of metal parts is done by passing these vertically through copper rings which can be replaced by different sizes and profiles. The copper rings have switches at both ends for electronic feeding cables. It takes approximately 20 minutes to harden round steel bar with a diameter of 20 centimeters and a length of approximately 200 centimeters.

On 4 August 1961 the machine had not yet been put in the current production of spare parts for tanks. They still try to increase the machine's possibilities of application through conversion, so for this purpose they make test hardenings constantly and supplementary devices are constructed and tested.

Material and Fuel Supplies.

1. The steel, which is provided approximately once a month, via the side track, comes mainly from Leipzig, Henningsdorf near Berlin and Brandenburg on Havel.
2. The fuel supplies are transported on tank cars, but not via the side track.
3. They operate with very small material supplies, so they have to economize where

it is possible. This had the consequences of frequent breaks in the production.

4. A fuel depot [redacted] within the area 50X1-HUM of the works. There are probably more underground fuel depots, because the tanks, which are being repaired at the works, do not receive fuel from this depot.

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[redacted]

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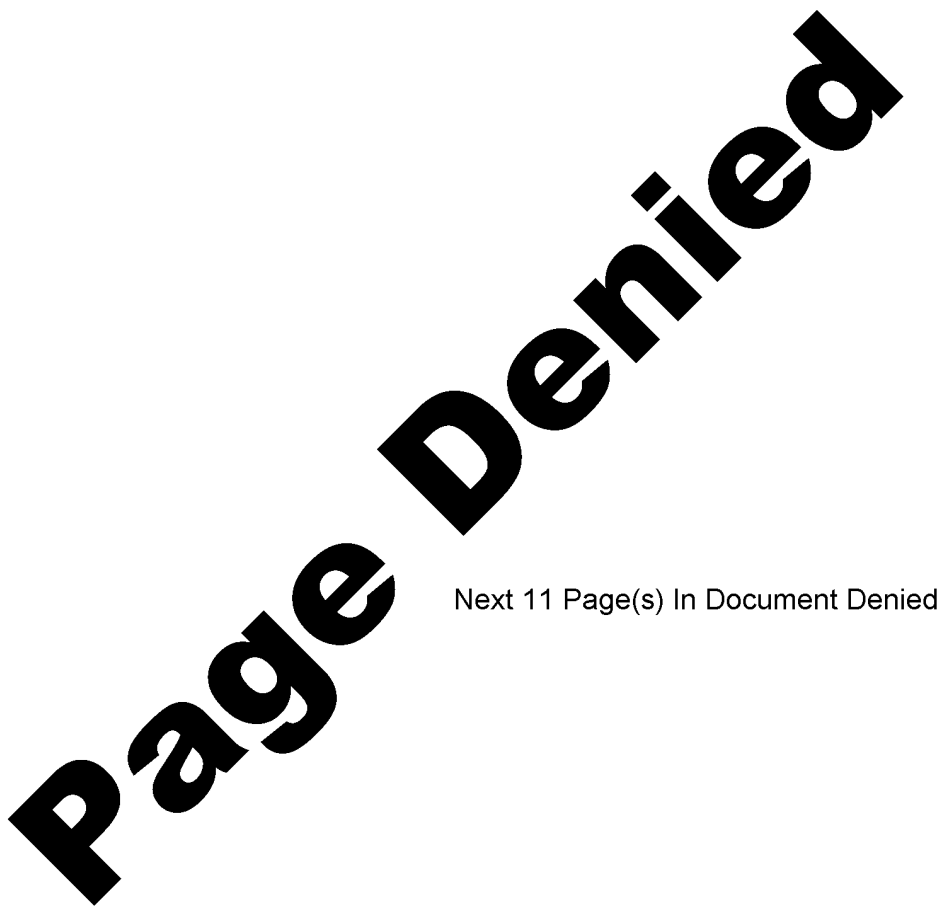

Next 11 Page(s) In Document Denied